

Citadel Avenue Extended -- No. 500310

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Rockville
None

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

January 10, 2004
7-205(04 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	515	93	159	263	66	197	0	0	0	0	0
Land	1,024	0	101	923	923	0	0	0	0	0	0
Site Improvements and Utilities	155	0	0	155	40	115	0	0	0	0	0
Construction	2,161	0	0	2,161	380	1,781	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,855	93	260	3,502	1,409	2,093	0	0	0	0	0

FUNDING SCHEDULE (\$000)

EDAET	1,003	0	135	868	868	0	0	0	0	0	0
G.O. Bonds	2,529	93	26	2,410	541	1,869	0	0	0	0	0
Development											
Approval Payment	99	0	99	0	0	0	0	0	0	0	0
Intergovernmental	224	0	0	224	0	224	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				16	0	0	4	4	4	0
Energy				4	0	0	1	1	1	0
Net Impact				20	0	0	5	5	5	0

DESCRIPTION

This project provides an extension of Citadel Avenue from its current terminus south of Marinelli Road, to Nicholson Lane, a distance of approximately 650 feet. The road will align with Huff Court and eventually become a section of Chapman Avenue in accordance with the master plan. This road will be a two-lane business street consisting of a 40-foot wide roadway within a 70-foot right-of-way. The design will include a sidewalk on the west side of the roadway, streetlighting, parking on both sides, three retaining walls, and street trees between the curb and sidewalk.

Service Area

North Bethesda - Garrett Park

Capacity

Upon completion, the road will have a capacity of 15,000 vehicles per day.

JUSTIFICATION

This project will provide a framework for local-circulation vehicle trips including shuttles, and will not compete with Nebel Street for north-south internal trips. This segment will provide a direct link between the WMATA Metro Station at White Flint, the White Flint North Development, and White Flint Mall. The project will also provide another link in the proposed master-planned local circulation network.

Plans and Studies

DPWT prepared a study titled "Chapman Avenue Final Report" in December 1996. This study recommended that Chapman Avenue (of which Citadel Avenue is a segment) be extended south from Bou Avenue to connect to the proposed extension of Executive Boulevard. This recommendation is consistent with the approved North Bethesda-Garrett Park Master Plan. A review of impacts to pedestrians, bicycles and ADA requirements (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety. This project is part of the Executive's Go Montgomery! program.

Cost Change

The project construction costs have increased due to longer than anticipated construction period of the retaining walls, and the relocation of a 66-inch water main.

STATUS

Final design stage.

OTHER

The project scope remains the same. The Intergovernmental funding represents WSSC's share of the cost of relocating the 66-inch water main by the County as part of the construction contract.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		3,050
First Cost Estimate		
Current Scope	FY05	3,855
Last FY's Cost Estimate		3,050
Present Cost Estimate		3,855
Appropriation Request	FY05	805
Appropriation Request Est.	FY06	0
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		3,050
Expenditures/		
Encumbrances		128
Unencumbered Balance		2,922
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
WSSC
PEPCO
Department of Permitting Services
Annual Sidewalk Program

MAP

See Map on Next Page

